

terms of number of lanes, lane widths, shoulder treatment, and access control. Table C-1 presents the typical sections of the existing NC 24 highway in the study area.

**Table C-1  
EXISTING NC 24 TYPICAL SECTIONS**

<b>SEGMENT</b>	<b>APPROXIMATE LENGTH (MILES)</b>	<b>TYPICAL SECTION</b>
Western project limits to Stedman	4.2	2-lane undivided to Stedman
Within Stedman	0.6	4-lane curb & gutter (44 feet face-to-face)
Stedman to Autryville	2.6	2-lane undivided
Within Autryville	0.7	2-lane curb & gutter with 10- foot parking lanes each side
Autryville to Roseboro	6.6	2-lane undivided
Within Roseboro	1.7	3-lane curb and gutter section
Roseboro to Bonnetsville Community	6.2	2-lane undivided
Within Bonnetsville Community	0.1	3-lane
Bonnetsville Community to Clinton	2.2	2-lane undivided
Sunset Avenue (in Clinton)	1.7	5-lane curb & gutter (68 feet face-to-face)
Faircloth Freeway	0.9	4-lane divided (in Clinton) C/A (22-foot median)
South Boulevard (in Clinton)	1.0	3-lane undivided
South East Boulevard (in Clinton)	0.4	6-lane curb & gutter (80 feet face-to-face)
Within Clinton	0.8	4-lane curb and gutter (48 feet face-to-face)
Clinton to west of I-40 (includes Town of Turkey)	9.2	2-lane undivided
West of I-40 to eastern project limits (I-40)	0.3	3-lane curb & gutter
<b>TOTAL LENGTH</b>	<b>39.2</b>	<b>N/A</b>
C/A = controlled access		
Source: NCDOT		

#### **D. PURPOSE AND NEED OF PROJECT**

An improved NC 24 facility would serve several functions:

- It would provide an efficient link between two major interstate highways, critical military facilities, and the state ports. Consequently, it would play an important role in local, state, and national transportation mobility.
- An improved NC 24 facility could permit separation of through and local traffic in